

Awards

Dwight D. Eisenhower (CVN 69) earned the **1997 Allen G. Ogden Award** for best Afloat Crash & Salvage/Overall Outstanding Afloat Crash & Salvage Crew in the armed services. During flight operations, the 24-member crash and salvage crew responds to any casualty on the flight deck by manning two fire pump trucks, a crash crane, a heavy forklift, and firefighting foam and saltwater hoses.

Constellation (CV 64) won the **1998 Pacific Fleet Golden Anchor Award** for excellence in career motivation and retention in the carrier

category. Golden Anchors were also presented to VAQ-138, VS-35, HC-5 and NAS Lemoore, Calif. **Silver Anchor Awards** went to the runners-up, including *John C. Stennis* (CVN 74), VFA-27, VP-1 and VAQ-129.

Special Records

HSL-45 marked 65,000 safe flying hours.

In November 1998, Lt. Craig Wilson became the first Naval Aviator, in any community, to achieve 1,000 hours of flight time wearing the night-vision device (NVD). Lt. Wilson flies naval spe-

cial warfare support training missions with Helicopter Combat Support Squadron (HC) 11, homeported in San Diego, Calif. He began flying with night-vision goggles in 1993 while attached to HC-8, Norfolk, Va., as one of the first five NVD-qualified pilots in the HC community.

Rescues

13 January 1999

After a quiet three months, the **NAS Fallon, Nev., Search and Rescue (SAR)** team, the *Longhorns*, received a call from the Alpine

Calling the Dance . . .

Enterprise (CVN 65) personnel keep track of operations using the carrier-shaped "ouija board" to manage the flight deck during Operation Desert Fox.

PH2 Michael W. Pendergrass





Blue Angels 1999 Schedule

March

13 NAF El Centro, CA
20-21 Mesa, AZ
27-28 NAS Corpus Christi, TX

April

10-11 MCAS Cherry Point, NC
17-18 Millington, TN
24-25 NAS Point Mugu, CA

May

1-2 NAS Fallon, NV
8-9 MacDill AFB, FL
15-16 Dover AFB, DE
22 Randolph AFB, TX
24 U.S. Naval Academy, MD
26 U.S. Naval Academy, MD
(graduation fly-over)
29 NAS Patuxent River, MD

June

5-6 Oklahoma City, OK
13 NAS Lemoore, CA
19-20 Kalispell, MT
26-27 Willow Run, MI

July

3 Milwaukee, WI
10 Pensacola Beach, FL
17-18 Davenport, IA
24-25 NAS Brunswick, ME
30-31 MCAS Miramar, CA

August

1 MCAS Miramar, CA
7-8 Seattle, WA
21-22 Otis ANG, MA
28-29 Rochester, NY

September

4-6 Cleveland, OH
11-12 Halifax, Nova Scotia
18-19 NAS Oceana, VA
25-26 Wilmington, NC

October

2-3 Salinas, CA
9-10 San Francisco, CA
23-24 Little Rock AFB, AR
30-31 Moody AFB, GA

November

6-7 NAS Jacksonville, FL
12-13 NAS Pensacola, FL

Photo above by PH2 Glenn Sircy

County, Calif., sheriff's department. A 23-year-old snowboarder had lost control and tumbled 1,000 feet down the "California shoot," an extremely steep area 15 miles south of Lake Tahoe. The *Longhorns* stabilized the victim and transported him in an HH-1N "Huey" to a county medical clinic. The NAS Fallon SAR team is

comprised of seasoned search-and-rescue veterans: in 1998, they rescued 35 people in 34 missions.

November 1998

VP-46 provided a reason for thanks during Thanksgiving week to 13 people who were nearly lost at sea. The VP-46 crew, detached to

Kadena Air Base, Okinawa, originally set out to locate a single man lost in an overturned skiff off Guam. Ten-foot swells from a recent tropical storm made search and rescue difficult for the squadron, which was working with the Coast Guard in Guam and the Micronesian States vessel *Independence*. On the second

Han Solo goes Top Gun

day, VP-46 was diverted to search for survivors of *Lapu-Lapu*, a cap-sized 50-foot fishing boat. When located, the 13 survivors—without life vests or survival gear—were clinging to debris from their vessel. The VP-46 crew dropped survival equipment to the victims to sustain them until *Independence* arrived on the scene. Meanwhile, the single man for whom the squadron was originally searching was located and rescued by other means.

Scan Pattern

For many years Chicago has been home to the Sears Tower, Navy Pier and Wrigley Field, but recently the city acquired another landmark. On 17 September 1998, **NAS Glenview's Hangar One** was placed on the Illinois List of Historical Sites, and on 12 November became part of the

National Park Service's National Register of Historic Places. The hangar was built in 1929 aboard Curtiss-Reynolds Field, a historic site which saw many notable events, such as landings of the *Graf Zeppelin* during its around-the-world flights in 1929 and 1933. In 1937, the Navy moved the aviation training program from NAS Great Lakes, Ill., to Curtiss. Hangar One was outfitted to resemble the hangar deck of an aircraft carrier with machine shops, parachute lofts, a weather station, control tower and pilot briefing rooms. Curtiss was designated NAS Glenview in 1943, and served as a Naval Air Reserve command until 9 September 1995, when it was disestablished. The designation of Hangar

Harrison Ford takes a break from filming *Random Hearts* at NAS Patuxent River, Md., to enjoy sitting in an F/A-18 *Super Hornet*. Ford is an avid flier, and often pilots his own helicopter to filming locations.



PH2 Damon J. Moritz

One as a historical site will facilitate construction of the planned Glenview Aviation and Science Education Center.

Change of Command

PH3 Gary S. Amerine

Blue Angels: Cdr. Patrick Driscoll relieved Capt. George Dom, 27 Oct 1998.

HC-11: Cdr. Peter J. Sciabarra relieved Cdr. William S. Personius, 10 Sep 1998.

HM-15: Capt. R. D. Howell relieved Cdr. V. W. Jimenez, 17 Dec 1998.

HS-11: Cdr. James T. Vazquez relieved Cdr. Ken P. Buell, 10 Dec 1998.

NAF Atsugi, Japan: Capt. Matthew Klunder relieved Cdr.

William Dubyak, 14 Jan 1999.

NAS Whidbey Island, Wash.: Capt. Larry Salter relieved Capt. Larry Munns, 15 Jan 1999.

TACRON 21: Cdr. Craig D. Leshner relieved Cdr. Edward E. Butler, 19 Jan 1999.

VAQ-136: Cdr. Edward L. Martin relieved Cdr. John R. Mathis, 15 Jan 1999.

VF-14: Cdr. Ted Carter relieved Cdr. Luke R. Parent, 6 Nov 1998.

VFA-204: Cdr. A. J. Rizzo relieved Cdr. C. H. Maynard, 14

Nov 1998.

VMFA-115: Lt. Col. Robert S. Walsh relieved Lt. Col. J. D. Dewitt, Jr., 4 Dec 1998.

VP-69: Cdr. Larry A. Peck relieved Cdr. Malcolm J. McPhee, Jr., 3 Oct (correction).

VP-94: Cdr. Sam D. Pratton relieved Cdr. Russell J. Granier, 12 Dec 1998.

VT-7: Cdr. James Galanie relieved Cdr. Walter Richardson, Jr., 12 Nov 1998.

A Salute to Women in Aviation

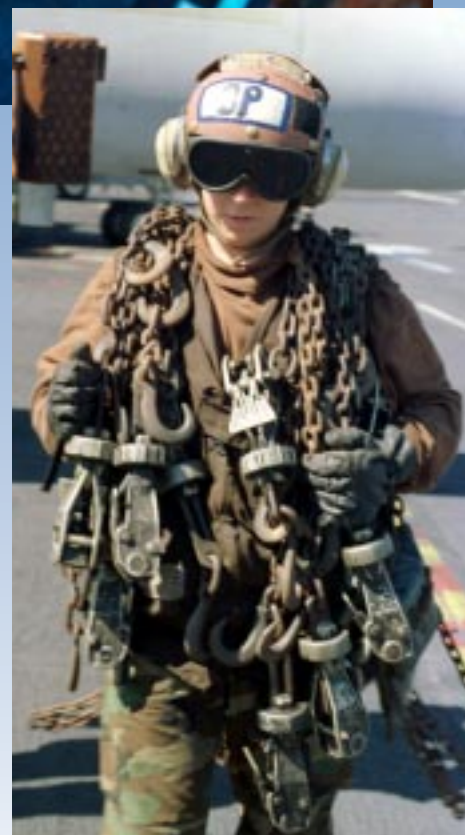


Women have been a part of the active duty fleet long enough to make it difficult to remember a time when they didn't serve. *Naval Aviation News* would like to salute the hard-working women who dedicate themselves to Naval Aviation.

PHAN Matthew Hollowell



Above, Air Traffic Controller Second Class Bradley works in the carrier air traffic control center on board *Kitty Hawk* (CV 63). Right, Airman Kelly Ann Byrnes of the VFA-37 *Ragin' Bulls* carries a load of tie-down chains on the flight deck of *Enterprise* (CVN 65). Left, Cryptologic Technician Maintenance Seaman Anna J. Abbott ensures that *Abraham Lincoln* (CVN 72) maintains secure communications with other ships in the battle group.



PH1 Mario P. Romero

LAMPS SoCal Missilex 99-1

Off the coast of southern California from 11 to 15 January, the SH-60B *Seahawk* Light Airborne Multi-Purpose System (LAMPS) MK III community tested the armed helo concept. The main objective of the exercise was to conduct tactical evaluations of live fire and air support tactics with upgraded SH-60Bs, equipped with forward-looking infrared pods and Hellfire missile launcher assemblies. These upgrades will allow the *Seahawk's* mission capabilities to be expanded to include marine and littoral combat support.

This groundbreaking exercise was the result of months of planning and training by Helicopter Antisubmarine Squadrons Light 41, 43, 45 and 49, NAS North Island, Calif. Also participating were F/A-18 *Hornets* from the Naval Strike and Air Warfare Center (NSAWC), NAS Fallon, Nev., and S-3 *Vikings* from Sea Control Squadron 33, NAS North Island.

Highlights included attacks on a 28-foot foam-filled target boat with three *Seahawk*-fired Hellfire shots and eight GBU-12 laser guided bombs from F/A-18

Hornets. Although the munitions were inert the hits were enough to sink the vessel.

The tactical evaluation conducted during the exercise not only proved the upgraded airframe highly successful but validated many of the strategies in the H-60B armed helo operational tactics guide. In addition to testing documented tactics, many tactical firsts were set, including the first use of LAMPS as an airborne maritime air controller, and its first time working closely with carrier strike aircraft, with the SH-60B directing carrier attack aircraft.

Coordinated exercises such as Missilex 99-1 provide the Navy an opportunity to develop and validate tactics and procedures in a real world environment. These evaluations allow the right assets to be used on the right missions to fully utilize the Navy's strength.



Photos by Ted Carlson



Opposite page, a QST-35 towing vessel brought the QST-33 target into position, bottom, where it received hits from the operation's aircraft, inset. Above, an HSL-49 SH-60B *Seahawk* launches a Hellfire at its target. Right, AW2 Geoff Schwenk of HSL-45 takes a moment for the camera during range clearance ops. Below, an F/A-18A and B from NSAWC, NAS Fallon, Nev., provided tactical support during the exercise.



